Ministry of Highways and Infrastructure

Annual Report for 2013-14

saskatchewan.ca

Government of Saskatchewan

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Letters of Transmittal

Her Honour, the Honourable Vaughn Solomon Schofield,
Lieutenant Governor of Saskatchewan

May It Please Your Honour:

I respectfully submit the Annual Report of the Ministry of Highways and Infrastructure for the fiscal year ending March 31, 2014.

The 2013-14 Annual Report demonstrates how the Ministry of Highways and Infrastructure support the Government's *Saskatchewan Plan for Growth*. Building infrastructure that responds to the challenges of growth and creating opportunities for future growth, while bolstering driver safety and achieving organizational excellence.

Honourable Nancy Heppner
Minister of Highways and Infrastructure

The Honourable Nancy Heppner
Minister of Highways and Infrastructure

I have the honour of submitting the Annual Report for the Ministry of Highways and Infrastructure for the fiscal year ending March 31, 2014.

I acknowledge responsibility for this report and am pleased to provide assurances on the accuracy and reliability of the information contained within.

The actions contained in this annual report highlight the Ministry's initiatives that support the *Saskatchewan Plan for Growth* and ensure we are building an efficient transportation system to meet the needs of our province for years to come.

Nithi Govindasamy
Deputy Minister of Highways and Infrastructure

Introduction

This annual report for the Ministry of Highways and Infrastructure presents the Ministry's results on activities and outcomes for the fiscal year ending March 31, 2014. It reports to the public and elected officials on public commitments made and other key accomplishments of the Ministry.

The 2013-14 Annual Report is presented in relation to the vision and goals that guided the development of the 2013-14 Plan.

Results are provided on publicly committed strategies, actions and performance measures identified in the 2013-14 Plan.

The report also demonstrates progress made on Government commitments as stated in the Government Direction for 2013-14: *Balanced Growth*, throne speeches, and other commitments and activities of the Ministry.

The annual report demonstrates the Ministry's commitment to effective public performance reporting, transparency and accountability to the public.

Alignment with Government's Direction

The Ministry's activities in 2013-14 align with Government's vision and four goals.

The Ministry of Highways and Infrastructure has developed a strategy to guide development of the transportation system. This strategy is in alignment with Government's vision and emphasizes the continued stewardship of the transportation network as well as providing enhancements to sustain growth and opportunity in the province.

With its investments throughout the province, the Ministry is committed to assisting in the growth of industry, local communities, and providing for a quality of life that supports making Saskatchewan the best place in Canada to live.

Our Government's Vision

A strong and growing Saskatchewan, the best place in Canada – to live, to work, to start a business, to get an education, to raise a family and to build a life.

Government's Goals

- Sustaining growth and opportunities for Saskatchewan people.
- Improving our quality of life.
- Making life affordable.
- Delivering responsive and responsible government.

Government's vision and four goals provide a directional framework for ministries, agencies and third parties to align with these priorities. The 2013-14 plans were developed to align with these priorities in order to achieve greater success in the efficient delivery of government services.

The 2013-14 annual reports provide an opportunity for all ministries and agencies to report on results achieved, or not yet achieved. This honours Government's commitment to keep its promises and ensures greater transparency and accountability to the people of Saskatchewan.

Together, all ministries and agencies support the achievement of Government's four goals and work towards a secure and prosperous Saskatchewan.

Ministry Overview

Mission Statement

The mission of the Ministry of Highways and Infrastructure is to optimize the role of transportation as it relates to the economic and social development of Saskatchewan.

Mandate Statement

The Ministry manages and provides for the future development of an integrated provincial transportation system which supports economic growth and prosperity for Saskatchewan. Our infrastructure investments will be guided by strategic transportation policy and incorporate operating and maintenance practices which promote the safe and efficient movement of people and goods.

Saskatchewan's road network consists of 26,165 km of highways, including 10,659 km of asphalt concrete pavements, 4,254 km of granular pavements, 5,167 km of thin membrane surface (TMS) highways, 5,807 km of gravel highways and 279 km of ice roads.

The Ministry has three core lines of business which consists of strategic transportation policy and planning, operation and preservation of the transportation network, and design and construction of transportation infrastructure. These three core lines of business are supported by Corporate Services, Communications and Technical Standards. Responsibilities for carrying out the Ministry's mandate are distributed among the Ministry's three divisions and the Communications Branch.

Planning and Policy Division

Planning and Policy Division provides for planning and policy development. It ensures a modern and competitive regulatory framework for transportation that aligns with Saskatchewan's regulatory modernization initiative. It assesses the efficiency of Saskatchewan's transportation network for the development of transportation plans. It also includes technical advice to short line railways and regulation of provincial railways.

Ministry Services and Standards Division

Ministry Services and Standards Division provides budgeting, programming, forecasting, financial reporting, quality management systems and geographical information systems to the Ministry. This division is also responsible for the information management, performance management, enterprise risk management, land management and traffic counting.

Ministry Services and Standards Division also facilitates operating the province's highway network through support services including developing and administering engineering standards and policies for road design, construction management, roadside development, access management, traffic guidance, signing standards, and road safety (e.g. speed limits, access, etc.).

Regional Services Division

Through its Regional Services Division, the Ministry is responsible for managing the province's 26,165 km of highways, 752 bridges, over 62,000 culverts including 356 large culverts, 12 ferries, one barge and 17 northern airports. This includes delivering preservation and operating programs for these assets. Regional Services Division manages all design and construction activities for preservation and capital projects, as well as operational and maintenance programs.

Preserving the transportation system involves preventative maintenance and management of provincial highways, bridges, airports and ferries. Operating the transportation system includes pavement marking, signing, lighting, mowing, snow and ice control, as well as ferry and airport operations. Related operational services such as traffic engineering, preservation, engineering services, and enforcement of transportation legislation for provincially-owned infrastructure and provincially-regulated short line railways are also included.

Communications Branch

Communications Branch is responsible for strategic communications, education and awareness programs aimed at promoting public and highway worker safety. The Communications Branch is also responsible for updating the information on the Highway Hotline.

Progress in 2013 - 14

Government Goal: Growth

Objective – Address the Current Challenges of Population and Economic Growth

Strategy – Support an Efficient Transportation Network that Connects Saskatchewan People and Goods to the Provincial, National and Global Markets

Key Actions & Results

Construct bypasses to improve traffic flow by continuing to build the west section of the Regina Bypass between Highway 1 and Highway 11.

- The Highway 1 interchange was opened to traffic on October 1, 2013. Construction of the Canadian Pacific overpass bridge is underway and nearing the 35 per cent completion stage.

Complete twinning on Highway 11 between Saskatoon and the junction of Highway 2.

- The Highway 11 corridor twinning project was completed and officially opened on October 25, 2013.

Upgrade highways to create primary weight corridors by:

Completing construction on 75 km of rural provincial highways.

- As of March 31, 2014, construction on 105 km was completed. Some of the major accomplishments are:
  - 11 km on Highway 42 west of Tuxford;
  - 14 km on Highway 310 south of Ituna; and,
  - 8 km on Highway 55 west of Peerless.

Continuing construction of the St. Louis Bridge on Highway 2.

- The St. Louis Bridge girders installation was completed at the end of March 2014. The construction of a concrete deck is scheduled for the spring and summer of 2014. The St. Louis Bridge is scheduled to open in fall 2014.

Construct passing lanes to increase safety and enable smoother traffic flow.

The Ministry will begin the construction of passing lanes on Highway 10 between Balgonie and Fort Qu'Appelle.

- The passing lanes have been constructed and were opened to traffic in October 2013. A final lift of paving will be required in 2014-15 to complete the project.

Invest in urban highway projects to improve efficiency on provincial highways through major urban centres.

Provide capital funding for:

Saskatoon to invest in the Highway 7 and 14 interchange.

- The Ministry provided the City of Saskatoon $1.67 million by March 31, 2013, as the project had been completed. In 2013-14, the Ministry invested in other Urban Highway Connectors Program priorities that will rehabilitate major urban connectors such as portions of Regina's Ring Road and Highway 47 through Estevan. The Ministry also advanced $2.7 million to the City of Regina for the replacement of the Victoria Avenue East Bridges on Highway 1.

Lloydminster to invest in the rehabilitation of Highway 16 from 45th Avenue to 50th Avenue.

- This project was chosen to rehabilitate Saskatchewan's portion of Highway 16 that goes through Lloydminster and will provide a better and more efficient driving experience for travellers. The Ministry's remaining commitment of $362,643 towards the project was paid in 2013-14.

Work within the New West Partnership (NWP) and the Manitoba/Saskatchewan Memorandum of Understanding (MOU) to harmonize trucking regulations and continue to remove red tape.

- The NWP project team continues to make progress on harmonization initiatives, as well as identifying new issues that require the team's attention. In Saskatchewan, notable initiatives include:
  - Completion of a regulatory package for the Vehicle Weight and Dimension Regulation, 2010 with Cabinet approval in March 2014 allowing tridem drive trucks to tow pony trailers; expansion of the 63,500 kg network, increasing the weight on mid-spread tridem groups to 24,000 kg from 23,000 kg on the 63,500 kg network;
  - Completed work on the harmonization of permit conditions to ensure consistent weights and dimensions for rocky mountain double trucks on approved 2-lane and 4-lane highways;

- Working with Saskatchewan Government Insurance (SGI) to select a consultant to incorporate mapping into the permit system with a long term goal of establishing a single portal for permit applications in Western Canada, thereby improving the efficiency of the system and long term cost savings for industry. This will also provide the platform for Rural Municipality (RM) permits and tracking of permitted vehicle routes on the RM system; and,
- Updating permit policy in Western Canada including: updating the 2002 MOU on moving bales to include additional configurations, developing a common training standard for escort vehicle operations to improve consistency and provide for better standardization and public safety, developing a common standard for tarping aggregate loads to help reduce damage to other vehicles, developing a standard for roll-coupled hitches as an opportunity to improve efficiency for truck and trailer configuration, and developing a common set of permit conditions and standards for Liquefied Natural Gas (LNG) powered vehicles.
- Working with Manitoba under the bi-lateral accord to provide permit policy and regulation clarification as Manitoba works to upgrade their permit system and stay consistent with the NWP provinces.

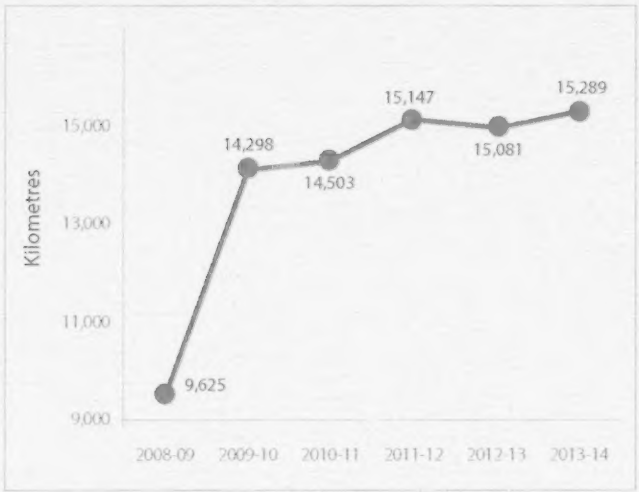
- The Ministry in partnership with the Ministries of Agriculture, Economy and Intergovernmental Affairs is working with the NWP to ensure market access:
  - The first step was a study that describes the "Needs Assessment" – completion and release is planned for September 2014. The study will provide the NWP:
    - Commodity demand forecasts;
    - Demand by mode, route and time;
    - Cumulative assessment of network;
    - Identification of capacity constraints;
    - Options for further action; and,
    - Twelve key commodity reports and one cumulative report.
  - The Needs Assessment Study will be the basis for the November 2014 Premiers' New West Partnership Summit on Transportation and Market Access.
  - A second study is the Agriculture Ports Assessment that specifically addresses agriculture commodities and is to be completed in July 2014. The Ministry is preparing a paper on competitiveness that will provide information that NWP businesses may want to consider in the international market place.

- The Ministry worked in cooperation with the Ministries of Agriculture, Economy and Intergovernmental Affairs and influenced the federal government to address the extraordinary disruption to the grain transportation system and assisted with getting grain shipments to export markets. Outcomes included the federal government:
  - Setting minimum volumes for grain shipments by railways through a legally binding order;
  - Developing, introducing and passing emergency legislation Bill C-30: *The Fair Rail for Grain Farmers Act* that amends the *Canada Transportation Act* and enabled regulatory amendments including service level agreements and inter-switching; and,
  - Advancing the mandatory review of the *Canada Transportation Act* by one year.

- The Ministry is leading the review of Saskatchewan's submission to the review of the *Canada Transportation Act*.
- The goal of the review is to recommend amendments that will better facilitate getting Saskatchewan goods to market and is expected to be completed in 2016.

Performance Measure & Results

Cumulative kilometres on the provincial highway system accommodating Primary Weight Truck Haul



Source: Ministry of Highways and Infrastructure, Information Management Branch

This is a measure of the Ministry's progress towards increasing primary weight highways.

It aligns with the Ministry's strategy to support an efficient transportation network that connects Saskatchewan people and goods to the global market.

The trucking industry and almost all sectors of the economy require primary weight access to provide efficient routes to maximize their investments. This in turn provides a benefit to Saskatchewan by increasing investment potential and profits for local industry.

Primary weight is a measure of weight per axle and total weight of a truck as determined by a truck's configuration. The ability to haul at primary weights can increase trucking efficiency by 15 per cent to 45 per cent, depending on truck configuration.

Currently, there are 15,289 km of primary weight authorized highways in the province. Some are available year round, some are categorized as nine-month primary weight and others require a special permit for primary weight usage.

The total of primary weight categorized highways is housed in the Ministry's Highway Information System database. This figure is subject to change throughout the year depending on construction and maintenance activities, bridge capacity issues, localized flooding, review of the allowable capacity on a highway segment or other issues.

Find a link to the Weight Classification map and others at: www.highways.gov.sk.ca/sask-maps/

Objective – Prepare for Future Growth

Strategy – Invest in Transportation Enhancements to Improve Efficiencies for Future Needs

Key Actions & Results

Work with SaskBuilds to explore delivery options and timing for the construction of a Regina Bypass.

- A detailed business case was submitted to P3 Canada on September 13, 2013. P3 Canada announced on May 5, 2014, they would contribute up to $200 million to the Regina Bypass Project. Work is proceeding regarding the development of project integrated design and specifications.

Begin construction of the Highway 39 Estevan Bypass.

- Grading for the 11 km route began in late November 2013 and will continue through 2014.

Develop a high clearance corridor to meet future demands by continuing multi-year improvements to Highway 15 between Kenaston and Simpson.

- Grading work on 13 km of Highway 15 was completed as of December 31, 2013. The paving portion is scheduled for 2014-15.

Support access to and exports from Northern Saskatchewan through partnering with the uranium industry to construct 52 km of Highway 914. This will create an alternative re-supply route to the current Highway 905 corridor and serve both the uranium industry and other northern community interests in the Athabasca Basin.

- In 2013-14 the Ministry was negotiating an agreement with the mining consortium for the partnership of the Highway 914 connector; however on May 17, 2014 Cameco announced the Millennium Mine has been put on hold.

Work with Saskatchewan Government Insurance (SGI) to:

Ensure MHI's Geographic Information Systems (GIS) capabilities are compatible with SGI permitting activities to integrate mapping with Saskatchewan's on-line permitting system by 2015;

- The Ministry continues to work with SGI towards implementation of an on-line permitting system. A Request for Proposal has been posted and closed in January with candidates moving to the evaluation stage which will be done by SGI, the Ministry of Central Services and Highways and Infrastructure.

Collaborate in the development of single-window permitting for overweight and over dimension trucks across the western provinces by 2020.

- This is being led by SGI; however, their focus at this time is on establishing a Saskatchewan on-line permitting system before moving on to a multi-provincial system.

Continue to improve the accessibility and quality of information for travellers through the Highway Hotline road information service.

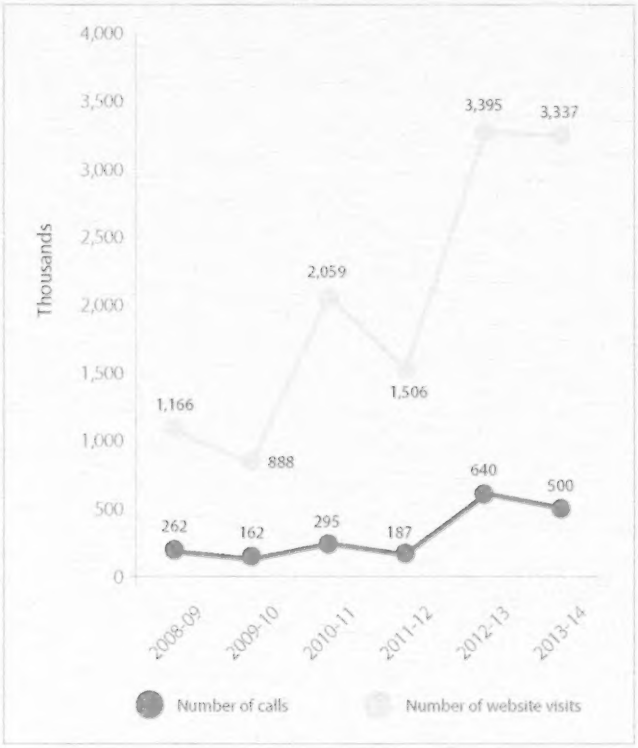
- A satisfaction survey which found that 96 per cent of respondents are satisfied with Hotline service and continued to engage citizens in the delivery of the Highway Hotline service through the Ministry's Highway Hotline Facebook page.
- The number of followers of the Highway Hotline Facebook page increased by 53 per cent to 16,617 during 2013-14.

Increase the number of cameras for public viewing of road conditions by erecting cameras at (but not limited to) major construction project sites such as St. Louis Bridge, Highway 11 at McDowell, and Highway 10 between Balgonie and Fort Qu'Appelle. The Ministry aims to add numerous cameras throughout the province to assist travellers.

- Four additional cameras were installed during 2013-14. The installation of another two cameras was deferred in order to coordinate the work with the installation of area lighting. All six cameras will be activated during the 2014-15 winter season.

Performance Measure & Results

Calls and Hits to the Highway Hotline



Source: Ministry of Highways and Infrastructure, Communications Branch

In connection with the Ministry's strategy to invest in transportation enhancements to improve efficiencies for future needs, the Ministry continues to increase the services provided by the Highway Hotline.

The Highway Hotline assists motorists in making informed travel decisions which should result in safer travel with fewer accidents and lower injury rates.

The Highway Hotline provides road condition information that was originally provided through a telephone service, but has expanded to include services such as:

- online road condition maps;
- text reports;
- mobile website;
- Facebook page;
- Twitter feeds; and,
- online links to other jurisdictions' maps and services.

The Highway Hotline gives information on both summer and winter highway driving conditions in addition to the status of ferry operations in the summer.

This measure is subject to the amount and severity of extreme weather events in the province, with more website hits and calls occurring during storms. In 2013-14 the number and severity of the winter storm events was lower than 2012-13, which resulted in less utilization of the Hotline service.

Visit the Highway Hotline website please go to www.highways.gov.sk.ca/road-conditions/.

Government Goal: Making Life Affordable

Government Goal: Quality of Life

Objective - Address the Infrastructure Deficit from the Past

Strategy - Ensure Consistent and Reliable Service through a Safe and Secure Transportation Network

Key Actions & Results

Improve the road condition of the transportation network by:

Repaving 280 km on Saskatchewan's highways.

- As of March 31, 2014, there was 310 km of repaving completed throughout the province. Some of the accomplishments are:
  - 28 km on Highway 11 north of Regina;
  - 34 km on Highway 55 west of Green Lake;
  - 39 km on Highway 6 north of Naicam; and,
  - 31 km on Highway 21 south of Maidstone.

Replacing 27 bridges on Saskatchewan's highways including eight bridges that will be replaced with culverts.

- A total of 27 bridge replacements have been completed as of March 31, 2014, including:
  - Sixteen bridge replacements and three culverts replacing bridges are complete; and,
  - Eight design/build bridges were completed this year.

Making major repairs on six bridges.

- Three are complete as of March 31, 2014 and they are:
  - Highway 8 over the Qu'Appelle River
  - Highway 20 over Lanigan Creek, south of Lanigan; and,
  - Highway 56 over Qu'Appelle River.

Improving 348 km of highways through surface preservation treatments.

- As of March 31, 2014, the Ministry completed 273 km of treatments. The remaining projects were not completed due to the cancellation of contracts as a result of flood related work.

Replace or repair aging culvert and wood box drainage structures.

- The Ministry replaced 157 culverts during this fiscal year for a total of $16.6 million.

Invest $25.5 million through the Municipal Roads for the Economy Program (MREP) - a partnership agreement with the Saskatchewan Association of Rural Municipalities (SARM) - for municipal road upgrades.

- The Ministry fulfilled its monetary commitment of $25.5 million.
- MREP planned 181 km of road construction and 125 km was completed, the variance is primarily due to poor weather conditions.
- Examples of the road construction projects were:
  - RM of Indian Head No. 156, grading and clay capping of 7.8 km of Clearing the Path corridor road;
  - RM of Cymri No. 36, sealed granular of 6.7 km of Heavy Haul road; and,
  - RM of Eldon No. 471, hot mix surfacing of 4.8 km of Heavy Haul road.
- MREP planned 54 bridge and culvert construction projects and 32 were completed, with 22 projects to be carried over due to contractor unavailability. Thirteen of the projects completed were carried over from 2012-13.
- Examples of the bridge/culvert construction projects were:
  - RM of Livingston No. 331 for installation of 3 – 1800mm culverts located at NNW 31-35-31-W1M;
  - RM of Star City No. 428 for construction of a bridge located at ESE 16-44-18-W2M; and,
  - RM of Connaught No. 457 for repair of a bridge located at ENE 19-48-15-W2M.

Support community airports through the Community Airport Partnership Program, which results in a $1.4 million investment for improvements to small airports.

- The capital improvement projects are funded on an equal cost-shared basis (50/50) with the community. This demonstrates that these projects contribute to the economic and social development of the region the airport serves.
- Fifteen eligible community airports were approved to share the $700,000 through the application process. Examples of some of the projects are:
  - Shellbrook, $66,824 for runway repairs and improvement of drainage system;
  - Swift Current, $106,779 for asphalt maintenance, emergency backup power supply, security fence, runway markings and pavement load ratings update; and,
  - Yorkton, $147,801 for runway and taxiway repairs, drainage rehabilitation, fencing, apron and taxiway expansion.

- As of March 31, 2014, all fifteen projects were completed with seven projects under budget, six over budget and two on budget. The surplus funds from the under budget projects were re-distributed to the over budget projects. In total, $653,648 was allocated in 2013-14.

Repair provincial ferries to ensure municipal road links are available.

- As of March 31, 2014, the hull rehabilitation of the Hague, Wingard, Estuary, and Weldon ferries, along with other miscellaneous repairs were completed. This completes the hull rehabilitations of the fleet.

Invest $50.7 million in the North to improve and maintain infrastructure.

- In 2013-14, the Ministry spent $45.7 million on operations, maintenance, and construction of northern roads and airports.
- The expenditure is less than the planned investment of $50.7 million due to the deferral of the Highway 106 repaving project, cost savings on Highway 55 and a net increase on various other projects.

Invest $5.0 million through the Safety Improvement Program for safety warranted projects.

- The Safety Improvement Program is for localized improvements such as guard rail installations, crosswalks, delineation lights and turning lanes.
- The Ministry spent $8.2 million on this program and completed 35 projects in 2013-14.

Preserve and upgrade weigh scales throughout the province, in order to deliver a Transport Compliance program that enforces regulations to keep unsafe or overweight vehicles from damaging provincial infrastructure.

- Moosomin Vehicle Inspection Station - The east and west bound concrete approaches to the weigh scale aprons and deck have been replaced, as well as installation of new high mast efficient lighting.
- Melfort Vehicle Inspection Station –The scale weigh deck, the pit, aprons and approaches were replaced and lighting upgrades were completed. The yard lighting at this site was upgraded to energy efficient lights with utilization of existing light posts.
- Moose Jaw Vehicle Inspection Station – Utilizing scale equipment from the decommissioned site west of Regina the Ministry commenced the installation of a weigh deck. It will be completed in 2014-15 along with the approaches/apron, scale deck, signage and lighting.
- Ministry enforcement personnel carried out 10,843 Commercial Vehicle Safety Alliance inspections and issued 1,000 tickets for overweight vehicles in 2013-14.

Work with rural municipalities to provide alternate truck routes on municipal roads through Strategic Partnership Program agreements, to preserve weaker thin membrane surface highways.

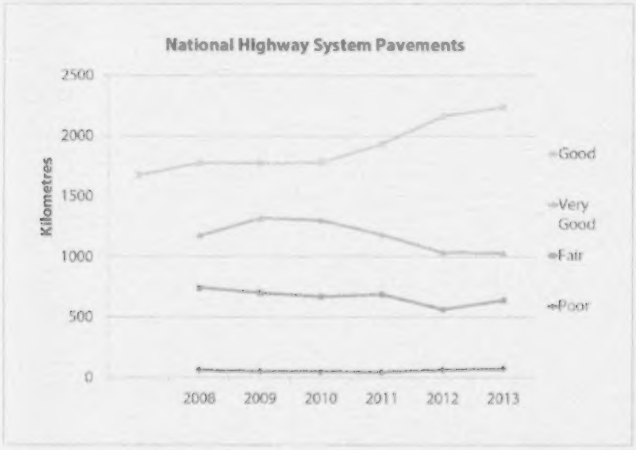
- In 2013-14, the Ministry had 30 ongoing agreements with Rural Municipalities for 695 km of alternate truck routes costing $1,176,000.

Continue to participate in "Road Check" and "Operation Air Brake" annual international safety inspection events and plan strategic enforcement activities to reduce commercial vehicle safety violations.

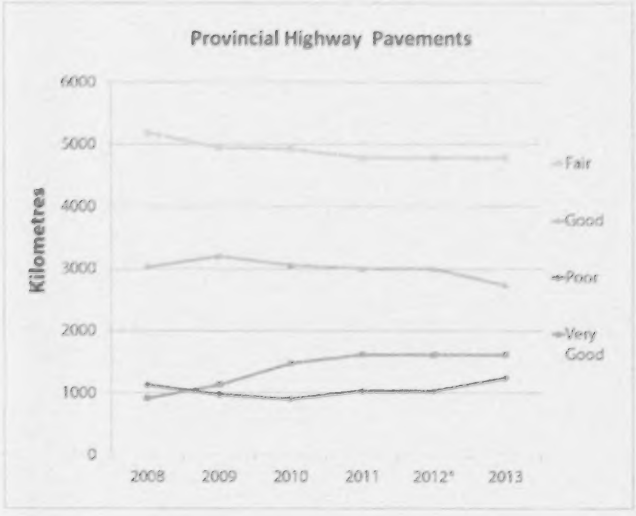
- Operation Air Brake was held May 8 and September 11, 2013 in Melfort, Regina, Kindersley and Yorkton - 188 units were inspected and 19 were placed out of service;
- Road Check was held June 4, 2013 in Estevan - 413 units were inspected with 109 vehicles placed out of service and ten drivers placed out of service; and,
- A provincial blitz for Transportation of Dangerous Goods was held September 24 and 25, 2013 at various locations - 80 units were inspected and 22 violations were served.

Performance Measure & Results

Pavement Condition Report Card: rating of paved highway networks



NHS Only	2008	2009	2010	2011	2012	2013
Very Good	31%	34%	34%	31%	27%	26%
Good	47%	46%	47%	50%	57%	56%
Fair	20%	18%	18%	18%	15%	16%
Poor	2%	1%	1%	1%	2%	2%



Provincial	2008	2009	2010	2011	2012*	2013
Very Good	9%	11%	14%	15%	15%	16%
Good	30%	31%	29%	29%	29%	26%
Fair	51%	48%	48%	46%	46%	46%
Poor	11%	9%	9%	10%	10%	12%

*2012 information was not collected for all roads, thus 2011 information is being used for 2012.

Source: Ministry of Highways and Infrastructure, Technical Standards Branch

These measures align with the Ministry's strategy to ensure consistent and reliable service through a safe and secure transportation network.

They are significant to the Ministry as they show the results of an effective maintenance and repaving program. Properly maintained highways enhance public safety and ensure the transportation system supports a growing economy.

The Ministry is responsible for managing the highway network responsibly within available resources, with a focus on safety and efficiency. There are 14,913 km of paved highways in Saskatchewan, including the National Highway System (NHS) highways.

The NHS is the backbone of Saskatchewan's road network. This system is critical to the province's economic prosperity. The NHS includes Highway 1, 11, 16, and sections of 2, 4, 6, 7, 9, 10, 14, and 39.

The Ministry uses measures that incorporate vibration, noise, bumps and dips in the road to measure its condition. This information determines when repaving or other pavement preservation treatments are needed.

To maximize the benefit of the investment in preserving highways, it is critical for the Ministry to focus on keeping good highways in good condition for as long as possible.

Balancing competing demands on the highway network for the allocation of scarce resources is a major challenge facing the Ministry.

The Ministry manages risks like contractor progress, fluctuating input costs and the length of the construction season.

Find a link to the National Highway System map and others at: http://www.highways.gov.sk.ca/sask-maps/

Government Goal: Responsive and Responsible Government

Objective – To Deliver Responsive and Responsible Government

Strategy – Provide Value through Continued Investment in Organizational Best Practices

Key Actions & Results

Work with the Federal Government to help shape the next round of federal infrastructure programs to maximize investment in Saskatchewan's infrastructure.

- The federal government began sharing information in February 2014 about the New Building Canada Fund (NBCF), its components and the level of funding available to provinces. The province will receive an allocation of $436.7 million over ten years under NBCF. Detailed discussions were held with federal government officials on NBCF program parameters, funding thresholds and how funding will flow to provinces and smaller communities. The Ministry has received a letter from the federal Minister for Infrastructure that provides preliminary terms and conditions about the program. On March 28, 2014, the federal government announced program details including eligible recipients.

Make improvements in the delivery of programs and services through the adoption of methodologies such as LEAN.

- Keeping the Ministry's shops safe and in good condition results in having equipment repairs done efficiently, which is important for the Ministry. The less time equipment is in the shop, the more time it can spend maintaining the road. To keep maintenance shops organized and running efficiently the Ministry holds 5S events.
- A 5S of a maintenance shop includes:
  - Sorting through overstocked and outdated items;
  - Setting items in order on shelving;
  - Shining and cleaning the shop and tools;
  - Standardizing equipment and manuals; and,
  - Sustaining by ensuring training is being done, safety concerns are handled and employee issues and ideas are addressed.
- Throughout 2013-14, the Ministry held eleven 5S events at maintenance shops throughout the province. Approximately $140,000 was saved through efficiencies as well as creating a safer workplace and allowing the equipment operators to spend less time in the maintenance shops.
- The Ministry held a lean event for the Vehicle Damage Claims process in 2013. This resulted in several improvements including putting the process and information online, creating the ability for the public to submit a fillable form to the regional coordinator who will investigate a client's claim.

Continue the multi-year program review process to ensure programs and services provided by the Ministry are delivered as efficiently and effectively as possible and are aligned to government priorities.

- The Ministry continues to meet its obligations within the *Financial Security Act* to ensure that the Government is delivering efficient services and programs that align with public needs.
- In 2013-14 the Ministry continued to gather information and look at the services and programs it provides in the operation of the transportation network and construction core business areas.

Deliver Occupational Health and Safety training programs, site inspections and workplace audits to continue the Ministry's path towards Mission Zero.

- In 2013-14 the Ministry had 338 individual employee orientations and 183 employee onsite orientations. Over 100 work site inspections were completed and over 130 work zone inspections were completed.
- Ministry staff completed 3,700 certifications on safety and equipment.
- The Ministry is participating in the provincial government's Mission Zero initiative to reduce the overall injury rate and lost time rate by ten per cent. The Ministry reduced the injury rate by 13.3 per cent and the time loss rate by 8.5 per cent from the previous year.

Reinforce safe driving practices and "mini blizzard" awareness for both public and worker safety around snowplows through the delivery of the annual Snow Zone campaign.

- Snow Zone campaign wrapped up in March, 2014. Significant social media activity and advertising raised the awareness of snow plow safety.
- A December 2013, public poll about the Snow Zone campaign indicated vast awareness and behavior change as a result of the Snow Zone campaign.

- Ninety-six per cent of respondents reported changing their driving behavior around snow plows with 89 per cent slowing down.
- Fifty eight per cent indicated they would drive at 60 km per hour or slower (34 per cent) when passing a snow plow in operation.

Continue to evaluate and conduct information campaigns to educate the public about safe driving in work zones.

These campaigns are designed to increase and reinforce the motoring public's:

- understanding of laws;
- increased driver compliance;
- reduced driver frustration; and,
- contractor adherence to the rules.

- Public polling in December 2013 indicated that the 2013-14 campaign had a significant impact on drivers' behavior with 70 per cent of those polled saying the campaign caused their driving behavior to change. Most agree (85 per cent) there is more clarity in the work zone signing and 79 per cent indicated that rumble strips alerted them to important road information.

Maintain and update road network information to provide current highway inventory maps for use at all jurisdictional levels. This is vital for emergency response capabilities, proper route choice for primary weight hauling, and efficient travel routes for locals and tourists.

- Information on the Provincial Road Network, including the Federal Road Network continued to be updated as required. The Ministry has an agreement with the federal government to maintain the Federal Road Network. An Order in Council was signed by the Minister and the Federal Road Network Agreement was signed by the Minister and the federal government. The road network deliverable was completed and sent to the federal government in March 2014.
- Rural addressing for the 911 GIS system will be completed and available in June 2014. The Ministry continues to work with the Ministry of Government Relations and Information Services Corporation to ensure the addressing syncs with the road network.
- The Ministry continues to play a key role in the development of the Enterprise GIS project. This is a multi-ministry initiative to ensure GIS data is available to all ministries and the public. This data will assist ministries and the public to make better business decisions based on geographic information.

2013 - 14 Financial Overview

In 2013-14, the Ministry received $295.2 million for Vote 16 and $280.8 million for Vote 17 for a total of $576.0 million.

In Vote 17, the Ministry can carry funding for projects not completed over to the next fiscal year. The Ministry's budget to actual expenditure variance is considered "work in progress" as these funds are required for project completion. The Ministry began 2013-14 with $280.8 million in new funding and had $83.5 million of work in progress from previous years. Work in progress is a result of having a multi-year capital plan for major projects. This benefits the Ministry by allowing contractors to plan well in advance and secure workers and equipment which leads to better pricing from the industry and results in a confident industry environment that leads to capacity growth.

Expenditures

Program	(in thousands of dollars) 2012-13 Actual	2013-14 Budget	2013-14 Actual	2013-14 Variance	Variance Explanation
Vote 16:					
Central Management and Services	**18,675**	**22,405**	**20,975**	**(1,430)**	
Minister's Salary (Statutory)	47	47	47	0	
Executive Management	985	987	1,077	90	
Central Services	4,407	5,440	4,721	(719)	1
Accommodation Services	13,236	15,931	15,130	(801)	2
Strategic Municipal Infrastructure	**41,969**	**35,976**	**37,583**	**1,607**	
Municipal Roads Strategy	23,500	25,500	25,500	0	
Strategic Partnership Program	6,284	1,890	3,120	1,230	3
Urban Connectors	11,485	7,886	8,309	423	3
Community Airport Partnership Fund	700	700	654	(46)	
Operation of Transportation System	**103,362**	**86,144**	**100,518**	**14,374**	
Winter Maintenance	42,028	25,708	40,181	14,473	4
Road Safety and Traffic Guidance	23,456	23,705	23,666	(39)	
Operational Services	21,448	22,225	21,466	(759)	5
Transport Compliance	4,355	4,019	4,146	127	6
Ferry Services	3,699	3,603	3,596	(7)	
Airports	3,128	2,037	2,014	(23)	
Information Technology Services	5,249	4,847	5,449	602	7
Preservation of Transportation System	**142,604**	**141,692**	**139,010**	**(2,682)**	
Surface Preservation	131,505	131,051	127,458	(3,593)	8
Regional Services	11,099	10,641	11,552	911	6
Transportation Policy and Programs	**3,405**	**3,270**	**3,509**	**239**	6
Machinery and Equipment (Capital)	**5,948**	**5,750**	**5,761**	**11**	
16 – Subtotal (Appropriation)	**315,963**	**295,237**	**307,356**	**12,119**	
Special Warrant*	**0**	**12,600**	**0**	**(12,600)**	4
16 – Subtotal (Appropriation)	**315,963**	**307,837**	**307,356**	**(481)**	
Capital Asset Acquisitions	(8,324)	(10,022)	(9,811)	211	9
Capital Asset Amortization	125,364	138,121	133,188	(4,933)	10
16 – Total Ministry Expense	**433,003**	**435,936**	**430,733**	**(5,203)**	
Custom Work Net Recovery	**(85)**	**0**	**(129)**	**(129)**	11
16 – Total Custom Work Net Recovery	**(85)**	**0**	**(129)**	**(129)**	
Vote 17:					
Infrastructure Rehabilitation – includes 2012-13 carryover **	**95,230**	**116,537**	**90,451**	**(26,086)**	12
Infrastructure Enhancements - includes 2012-13 carryover **	**204,073**	**247,764**	**249,093**	**1,329**	13
17 - Total Ministry Capital Appropriation **	**299,303**	**364,301**	**339,544**	**(24,757)**	
Total (Appropriation)	**615,181**	**672,138**	**646,771**	**(25,367)**	

*Vote 16 Special Warrant funding of $12.6 M was provided for higher than budget winter maintenance costs related to snow removal and ice control on provincial highways.

** Includes 2012-13 Vote 17 work in progress funding of $83.491 M.

Explanations of Major Variances:

1. Decrease due to FTE management and other administrative savings.
2. Delay in completion of an equipment maintenance building as well as a decrease in accommodation operating costs.
3. Increase is due to additional work on partnership agreements undertaken in 2013-14.
4. Winter maintenance costs exceeded budgeted levels.
5. Decrease due to FTE management and transportation planning studies carried over to next fiscal year.
6. Increase is due to change in program delivery and increased focus on these programs.
7. Increase is due to inflation increases and licensing fees.
8. Variance due to deferral of planned work and additional work carried over to next fiscal year.
9. Variance due to delay in construction of an equipment maintenance building.
10. Variance is due to a year-end change in aggregate inventory valuation expense adjustment.
11. Increase due to net recovery on custom work completed in 2013-14.
12. Variance is due to carryover on various capital projects. The projects are planned to be completed in 2014-15.
13. Increase is due to property acquisitions associated with new infrastructure.

2013-14 Revenues

The Ministry collects revenue relating to sale of crown lands or material on behalf of the Government. The Ministry also collects revenue from the federal government to reimburse the Province for infrastructure improvements completed under the federal-provincial cost shared infrastructure programs. All revenue collected is deposited in the General Revenue Fund. Below is a summary of the Ministry's 2013-14 budgeted revenue compared to actual revenue.

	(in thousands of dollars)			
Revenues	**2013-14 Budget**	**2013-14 Actual**	**Variance**	**Variance Explanation**
Sales, Services and Service Fees	**1,679**	**4,098**	**2,419**	**1**
Transfers from Federal Government*	**24,021**	**22,979**	**(1,042)**	
Provincial-Territorial Base Fund (P/T Base)	10,000	10,000	-	
Building Canada Fund – Major Infrastructure	7,000	6,799	**(201)**	**2**
Gateways and Borders Crossing Fund	5,000	5,972	**972**	**3**
Airport Capital Assistance Program	2,000	-	**(2,000)**	**4**
Other Federal Programs	21	209	**188**	**5**
Transfers from Government Entities	-	-	-	
Total	**25,700**	**27,077**	**1,377**	

* Transfers from Federal Government include $10.0 million received for P/T Base reflect some Government Relations administered projects. This revenue is reported by the Ministry of Highways and Infrastructure since the Minister of Highways and Infrastructure signed the agreement.

Explanations of Major Variances:

1. Increase in land, equipment and material sales.
2. Less than expected construction work was completed on Building Canada Fund - Major Infrastructure Component (MIC) which resulted in lower than expected revenues.
3. Higher than expected construction work was completed on the Gateways and Borders Crossing Fund (GBCF) which resulted in higher than expected revenues.
4. The Airport Capital Assistance Program agreement did not get signed by the federal government and the Province of Saskatchewan prior to March 31, 2014.
5. Federal Program agreements were extended in 2013-14 resulting in higher revenue.

2013-14 Full Time Equivalent Employees (FTE)

FTEs	
Budget	1,330.0
Total Utilization Including Students (71.3)	1,353.8
Variance	**23.8**

Explanation of FTE Variance:

As part of the Ministry's 2013-14 strategy to meet the Government's commitment of public sector renewal, the Ministry used FTE management and other initiatives including utilizing student employment (71.3) resulting in 23.8 FTEs over utilized.

Transportation Partnerships Fund

The Transportation Partnerships Fund was established effective July 1, 1997 pursuant to Section 8 of *The Highways and Transportation Act, 1997*. The purpose of the Fund is to generate revenues to be used for highway improvement projects. The Transportation Partnerships Fund generates revenues subject to the terms of trucking partnership agreements, in which the transportation companies pay the Fund a portion of cost savings achieved from being able to haul overweight and/or dimension loads. Additional revenues are raised through issuing permits and the marketing of transportation related technology and expertise.

The Ministry is responsible for managing the Transportation Partnerships Fund. The Ministry's Transportation Partnership Program generated $1.9 M in revenue for the TPF. The TPF invested $0.7 M on transportation system improvements in 2013-14 and the TPF balance was $11.7 M on March 31, 2014.

For More Information

If you have any questions or comments, we invite you to call (306) 787-4800, or contact:

Communications Branch

1200-1855 Victoria Avenue
Regina, Saskatchewan S4P 3T2

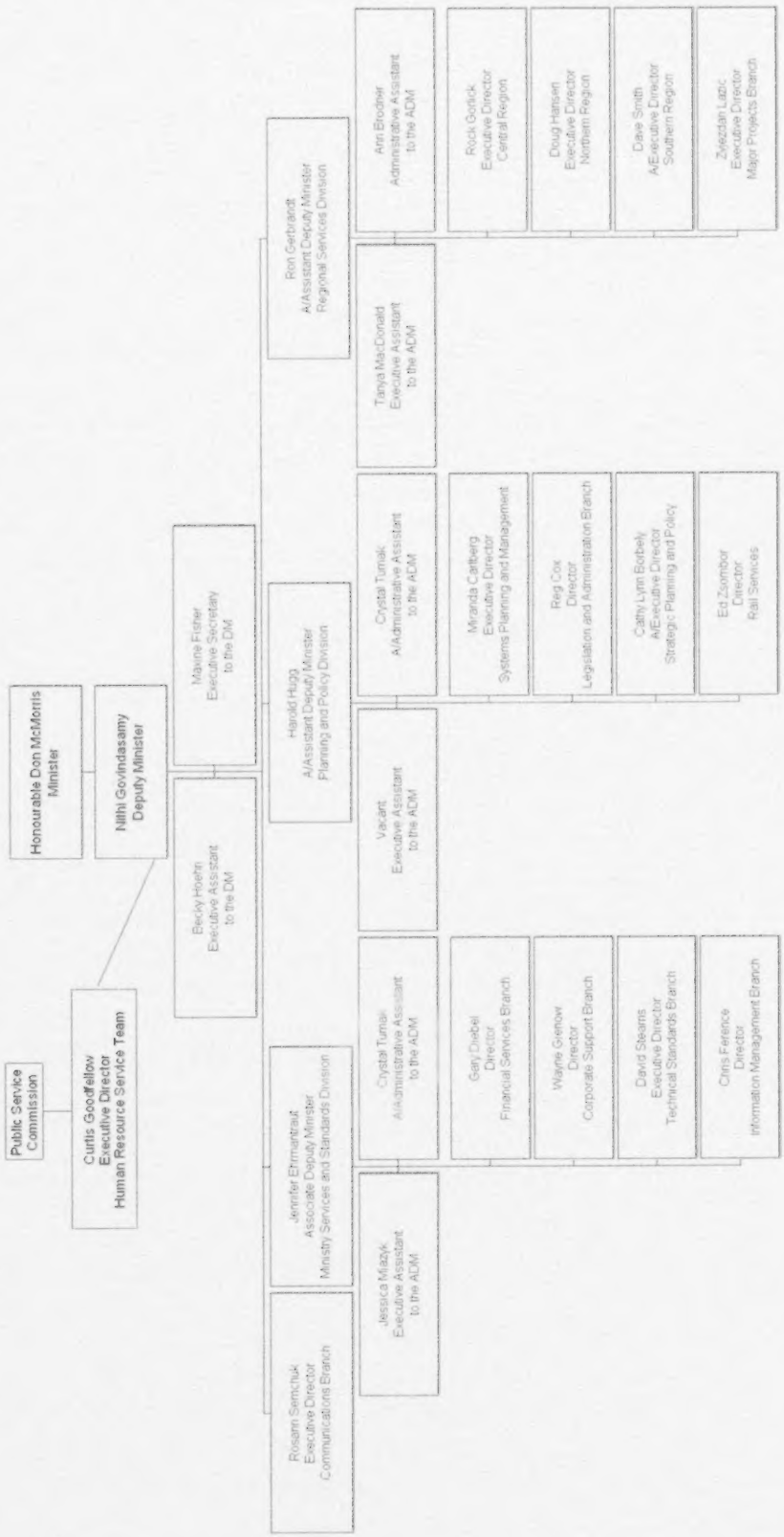
Or send us an e-mail through the Saskatchewan Ministry of Highways and Infrastructure website:

http://www.saskatchewan.ca/government/ministries/highways-and-infrastructure

Visit our website to find out about:

- Road Conditions and Travellers Information
- Construction Projects
- Programs and Services
- Updated Tender Schedule

Appendix A - Organizational Chart (as of March 31, 2014)



Appendix B - Loan Disclosure

The Ministry administers the Short Line Railway Financial Assistance Program. Under this program, the Province can provide municipalities or local community groups that want to preserve rail service in their area with an interest free loan for the capital acquisition of rail infrastructure which is being abandoned. The potential short line operator must have a business plan which demonstrates that the short line railway is feasible. The loan is repayable over 15 years, with a discretionary three-year grace period.

To date, seven loans have been made through this program. In 1999-2000, a short line railway company applied for a $177,000 provincial loan and a $177,000 Canada Agriculture Infrastructure Program (CAIP) grant. Both were approved and agreements finalized.

In 2004-05, a producer-owned company received a loan in the amount of $1.76 million for the purchase of a rail network in the southwest area of the province. This loan was issued under the new regulations and funds were provided from the Transportation Partnerships Fund (TPF) and General Revenue Fund (GRF) on a 50/50 split.

In 2005-06, several local governments in southern Saskatchewan negotiated the purchase of a branch line. The local governments were granted a loan in the amount of $240,000, with funding split between the TPF and the GRF.

In 2007-08, local governments in north-eastern Saskatchewan purchased a branch line and were granted a loan in the amount of $256,000, with funding split equally between the TPF and GRF.

In 2008-09, local investors purchased a branch line in south-western Saskatchewan and were granted a loan in the amount of $1,907,200, with funding split equally between the TPF and the GRF.

In 2009-10, local investors purchased a branch line in south-central Saskatchewan and were granted a loan in the amount of $1,622,400, with funding split equally between the TPF and the GRF.

In 2011-12, local investors purchased a branch line in south-central Saskatchewan and were granted a loan in the amount of $800,000, with funding split equally between the TPF and the GRF.

This loan program supports the Ministry's objective to invest in multi-modal infrastructure such as regional airports and short line rail. A short line railway reduces truck traffic since agricultural products are hauled long distances by rail, rather than by large trucks on the provincial highway system. Reducing the amount of heavy truck traffic helps the Ministry sustain the condition of rural TMS highways.

	(in thousands of dollars)		
Short Line Railway Loans	**2013-14 Budget**	**2013-14 Actual**	**Variance**
Beginning Balance	2,579	**2,579**	-
Additions	-	-	-
Reductions	259	**169**	**(90)**
Ending Balance	**2,320**	**2,410**	**90**

Explanations of Variances:

The variance in the reductions is due to two short line companies not making their loan payments before March 31, 2014. The payments were received in April 2014.

Appendix C - Legislation

The Minister of Highways and Infrastructure is responsible for the following Acts and Regulations:

The Highways and Transportation Act, 1997

The Wollaston Lake Barge Operation Regulations
The Controlled Access Highways Regulations
The Provincial Highway Sign Control Regulations
The Provincial Highways Designation Regulations, 1990
The Highways and Transportation Act Regulations (Autowreckers Licensing)
The Vehicle Weight and Dimension Regulations, 2010
The Security of Loads Regulations
The Trip Inspection Regulations

The Dangerous Goods Transportation Act

The Dangerous Goods Transportation Regulations

The Engineering and Geoscience Professions Act

The Railway Act

The Final Offer Arbitration (Railway) Regulations

The Short Line Railway Financial Assistance Regulations

The Railway Line (Short Line) Financial Assistance Regulations

The Sand and Gravel Act

The Saskatchewan Grain Car Corporation Act

The Public Works and Services Act - jointly assigned to Minister of Highways and Infrastructure and Minister of Central Services.

The Traffic Safety Act – but only with respect to:

1) All of Part IV, other than Section 20; and,

2) The Commercial vehicle Hours of Service Regulations

The Government Organization Act – Ministry not responsible for Act, but the following regulations pursuant to the Act:

1) The Short Line Railway Financial Assistance Regulations

2) The Department of Highways and Transportation Regulations; and,

3) The Railway Line (Short line) Financial Assistance Regulations (Enacted in June 2004)